

Hongkong Daily Press.

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## HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 16th June.  
THE TARIFF PROPOSALS.

Mr. Chamberlain's idea of an imperial customs union with differential duties in favour of the mother-country in the colonies and a protective tariff at home is greatly exercising the minds of the Press in this country. Whilst the more moderate papers think that there will be plenty of time to talk about defensive measures when the plan is within measurable distance of being realised, Anglophobes and other hotpurs, who are for ever scenting danger where peaceful Albion is concerned, are already raising cries of warning and suggesting retaliatory steps in the shape of additional duties and one of them even going so far as to suggest a *surtax de partition* only however to discard the idea as impracticable. They all seem to agree more or less that to abandon free trade will spell ruin to British commerce and industry; some admit the boldness, nay greatness, of Mr. Chamberlain's conception, but few believe in its feasibility.

Professor Luja Brentano of Munich, an eminent writer on political economy, has contributed an interesting article on the subject to the *Hamburger Correspondent*, one of our leading papers, of which for want of space I can, much to my regret, give but a short résumé. Of the two speeches of Mr. Chamberlain and Mr. Balfour, Professor Brentano considers that of the latter the more interesting, although it contains no new ideas. The arguments he advances are chiefly directed against Germany but might almost bear the stamp "Made in Germany" if it were not for their having been originally borrowed from English writers by German protectionists.

Both Mr. Chamberlain and Mr. Balfour try to veil their protectionist proclivities and profess themselves free traders, only Mr. Balfour adds that it depends upon what you understand by free trade whilst Mr. Chamberlain declines to commit himself to any "technical" definition of the term. They fully recognise the difficulties the new doctrine will encounter from the views on political economy now held by a great majority of the British people. That even England had adopted free trade other nations must of necessity follow suit is an exploded idea and should no longer be used as an argument, least of all in defence of free trade, for it is at bottom a plea for reciprocity. An assertion we are quite accustomed to hear made by protectionists, that an adverse balance of trade must in the long run ruin a country, causes some surprise coming from a politician of Mr. Balfour's training and experience, for only the goods imported and exported figure in the official returns, whilst the profits arising from labour, the carrying trade by commissions, by the utilisation of capital which go to pay for the excess of imports over exports, where there is any, find no place there. The wealth of Great Britain has grown steadily notwithstanding the apparent increase in the debit balance of her trade. A few figures taken from Sir A. Giffen's book *The Growth of Capital* will prove this.

In 1812 the population of Great Britain and Ireland amounted to 17 million inhabitants and the value of real and personal property to 2,700 million sterling or 2160 m.; in 1845 the figures were respectively 28 m., 4,000 m., £143; in 1865 the figures were respectively 30 m., 6,000 m., £200; in 1885 the figures were respectively 37 m., 10,000 m., £270—wages having during that time risen about 100 per cent. The fundamental idea of free trade is the principle of division of labour applied to the international trade of the various countries. It demands that the national energies be directed to the production of such commodities as the country can produce most advantageously, these or part of them to serve for the purchase of such other goods as may be produced more cheaply elsewhere. The greater the extent to which this is carried out in a country the greater will be the profit to capital and labour; although the more urgent want of certain foreign goods by a people or the necessity it may be under of selling its own production regardless of price may for the time being curtail the profits. Duties and other restrictive measures have but a short shelf, for as soon as they become prohibitive, the goods thus affected will no longer be imported, and the population will be compelled to put up with articles made at home under less favorable circumstances and therefore, if not inferior in quality, at any rate higher in price. Such was the doctrine of free trade when England adopted it and by adhering to it she has amassed enormous wealth. It was hoped that other countries would follow her example and for a time it seemed as if these hopes were to be realised. After the Franco-German war however France turned her back on free trade, which the Emperor Napoleon III had favoured towards the end of the seventies. Germany and most other countries retraced the steps made in that direction, imposing duties on foreign goods or raising those already existing. Then it was that the cry first arose in England for the substitution of "fair trade" for free trade, but it passed unheeded for a long time, the English people being so thoroughly permeated by the idea of free trade that they refused to listen to the clamourings of a few interested manufacturers.

New all at once Mr. Balfour and Mr. Chamberlain take up the cry, declaring countervailing duties to be the only panacea for British industry and the only means of saving the empire; but whilst the question is a purely economical one, almost a mathematical problem, they raise another issue by appealing to the political passions of the people, to whom they represent it as a disgrace that they should tamely submit to the growing protectionism of other countries. Mr. Chamberlain does not hesitate to state that it is no longer a

commercial question but a political one, and that a British customs union with protective tariffs and preferential rates will draw the bonds between the mother-country and her children beyond the seas all the closer, and thus forever strengthen the foundations of the empire.

Will he succeed in converting the nation to his views? It is difficult to form an opinion where national feelings come into play; the only thing to be done is to examine the interests involved but in doing so one should beware of mistaking Mr. Chamberlain's policy for a return to the old mercantile system. There is this fundamental difference, that where formerly the interests of the colonies were sacrificed to those of the mother-country it seems as if the reverse were to take place now.

## THE ELECTIONS.

The elections for the Reichstag are, it seems, passing off very quietly here to-day; the result is looked forward to with curiosity, if not with keen general interest. For the last ten years Hamburg has returned three socialist members and although it is felt as a disgrace by the better classes that a great commercial city like this should not be represented by leading men of business, it is almost considered a foregone conclusion; and so great has the indifference been on former occasions, that at the last elections 50,000 out of a total of 181,000 electors did not go to the poll.

## TRISTAN DA CUNHA.

A Blue-book issued last month containing "further correspondence relating to the island of Tristan da Cunha" gives some information of interest about the condition of this diminutive colony, the principal of a group of islands in the South Atlantic Ocean in 37° deg. S., 12° 19' deg. W. In January Tristan da Cunha was visited by H.M.S. *Thrush*, and Lieutenant Watts-Jones and Surgeon Lobb, of that vessel, drew up a report on the island which was forwarded by the Admiralty to the Colonial Office to be laid before the Secretary of State on March 26. The population, says this report, now consists of 76 persons, divided into 17 families or households. All but four of the inhabitants were born in the island, two of the exceptions being Italians, who are described as being probably the best educated persons there. There have been no marriages in the island for three years. The islanders, though uneducated, are described as being practically "white." The men are hardy, but not of fine physique; "the women are decidedly finer specimens than the men; their features are regular, pleasing, and of somewhat Semitic type. The children are clean, fat, healthy, and well-cared for, and surprisingly well-clothed." There is no definite sign of mental or physical deterioration arising specifically from the system of internment. The people generally, say the officers, were very anxious about the education of their children, and the difficulties attending this seemed largely responsible for the views they expressed on the subject of leaving the island. Their staple food is potatoes, milk, beef, mutton, and poultry produce, and of these there is an ample supply, but for anything beyond, the inhabitants are entirely dependent on passing ships. Rats, which prevent the growing of any grain, are the curse of the island. Fish are plentiful, but the islanders are chiefly a farming community. "The *Thrush*," says the report, "took 33 cases to the island, all of which came from the Cape; this does not include the mails and some books which came from England. She brought back 45 packages, addressed to various people in Cape Colony, as the islanders said that unless they could send some of their things to their relations in the Colony they would get no clothing." The schooner trade which used to be regularly carried on with the island has come to an end. It is pointed out that the island might in the future have a value, should a large carrying trade be established between South America and the Cape, as an intermediate station for wireless telegraphy; but this is the occasional assistance given to shipwrecked people seemed the only imaginable reason for occupying it. The great majority of the people said they would like to quit the island if they could realise or receive compensation for leaving their stock behind them.

## RUSSO-AMERICAN RELATIONS.

The *New York Tribune* of June 15th devotes a leading article to an enquiry into Russo-American friendship and approves the suggestion of the *Noroe Vremya* that the Russian Government should publish from official records a history of the relations between the two countries. That, remarks the *Tribune*, would be in better taste and more effective than railing at Mr. Hay's "stubborn Anglophilia" and sneering at the "American nation as 'politically unripe,' or the 'offensive proposal that Russian diplomatic agents should create a party here favourable to Russian ends.'" Then, examining for itself the history of the relations between Russia and the United States, the *Tribune* can find no foundation for the legend of Russia's friendship to this country. During the American Revolution she was coquetting with England with a view to an alliance against us. Later she claimed Oregon, and was told that this Government would resist her designs to colonise there or anywhere on the continent. "The Monroe doctrine," it was directed primarily against Russian designs in America. Russia persistently strove to maintain a foothold in California until the United States warned her off those shores. As to the alleged secret orders to the Russian fleet in a certain contingency during the American civil war, nothing, says the *Tribune*, is really known. Equally unknown are the facts concerning the attitude of Russia when Louis Napoleon proposed to intervene on behalf of the Southern Confederacy. Authoritative statements on both points would be welcome to the *Tribune*, which closes an interesting article with the remark that while not desiring to appear ungrateful for any friendship Russia has actually shown, "it would be folly to overrate that friendship or build sentimental fabrics upon the basis of legendary relations that never existed."

## SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share list dated Hongkong, 18th July—Our market remains without animation; the business which has come under our notice has been of an extremely meagre nature and the long-looked-for improvement seems to be as far off as ever. The rates on Shanghai are unchanged—Tls. 71½ for a T/T, and Tls. 71½ for a three days' sight Private Paper.

BANKS.—Hongkong and Shanghai were done in small quantities as high as \$657½, but at time of writing the market is easier and shares could probably be got at \$685; the London rate has advanced to £63 1½. Nationals are quiet at \$28.

MARINE INSURANCE SHARES.—Unions are quiet at \$500. China Traders have been done at \$62, \$62½, and \$63, with probable further buyers at the latter figure, whilst the remaining stocks under this heading are quiet at quotations.

FIRE INSURANCE SHARES.—Hongkong's are offered in the market at \$230, and China Fires after sales at \$5 could now be placed in small quantities at \$88.

SHIPPING STOCKS.—Canton and Macao sold and have further sellers at \$381; this Company has advertised its seventy-fourth ordinary half-yearly meeting to take place on the 4th August and the transfer books will be closed from the 21st July to the 4th August, both days inclusive. Indo-Chinas are weaker again with sellers at \$98. China Maniles old scrip sold at \$21 with further buyers, whilst the new scrip is in demand at \$16. Douglases sold at \$44½. Star Ferries have buyers at \$27 and \$17 respectively, and Shell Transports sold and have further buyers at \$1. 2s. 6d.

REFINERIES.—China Sugars have ruled very weak during the time under review; this stock dropped to \$94 sales and more shares are on offer at \$95. Luzons are in demand at \$10.

MIXING SHARES.—Panjonus ordinary shares sold at \$2½ and \$2.30 with further sellers at the latter rate; preference shares are in demand at 30 cents.

DOCKS, WHARVES AND GODOWNS.—Whampoa Docks after ruling strong during the early part of the week are a little easier and buyers are not willing to pay more than \$216. Kowloon Wharves could be placed at \$88. The eleventh ordinary yearly meeting of the New Amoy Dock Company Limited, was held in Amoy on the 8th July last. From their report for 1902 we gather the following figures: The net profit for 1902 is \$42,621.94 (against \$46,343.98 in 1901) which together with \$403.19 carried forward from last year, less bonus, carried forward (against \$11,998.29, less bonus, carried forward from 1900) makes \$43,685.13; this sum was dealt with as follows: \$8,536.39 was paid to the general manager and consulting committee in commission and fees, \$15,000 has been added to reserve fund, increasing same to \$35,000; a dividend of \$2.50 per share absorbing \$15,000 (same as last year) has been declared and the balance of \$4,448.74 carried forward to new account. Since 1896 \$11,551.16 has been spent on extension of dock artisans' houses, etc., \$32,155.43 on plant and machinery. There are buyers of this stock at \$40 cash dividend. Shanghai Farmlands, owing to forced sales in the North, have ruled very weak, selling as low as Tls. 165, but have since recovered to Tls. 170. The yearly meeting of this Company took place on the 16th July in Shanghai and the exact figures as published in their report are: net profits, including amount brought forward from last year and after paying all charges and allowing for all known liabilities, amount to Tls. 911,242.22. The interim dividend of Tls. 7 paid in December last absorbed Tls. \$88,400, leaving for distribution Tls. \$84,724.22. Of this sum a final dividend of Tls. 8, absorbing Tls. 441,600, is taken, a further sum of Tls. 100,000 added to reserve fund, raising the same to Tls. 850,000, and the remaining Tls. 3,412.22 are carried forward to new account.

LANDS, HOTELS AND BUILDINGS.—Land Investments are selling at \$161; the usual half-yearly interim dividend of \$6, payable on the 28th instant, has been declared by this company; the transfer books will be closed from the 22nd to 28th instant, both days inclusive. Hongkong Hotels are easier with sellers at \$15½. Orient Hotel can be placed at \$40, and Hampshire Estates at \$12. Kowloon Lands have sellers at \$38. West Point is quiet at \$52; an interim dividend of \$1½, payable on the 28th instant, has been declared by this company; the transfer books will be closed from the 22nd to 28th instant, both days inclusive. Hongkong Electric old scrip is on offer at \$12.80 ex dividend and new scrip in demand at \$7 ex dividend. Ices have buyers at \$245, the company has declared an interim dividend of \$4 for the half-year ending 30th June, payable on and after the 28th July, and the transfer books will be closed from the 20th to the 28th inst., both days inclusive. Steam Water-bots have buyers at \$144. Bell's Asbestos are advanced to \$9 sales and United Asbestos are in demand at \$9½. The Tebrun Planting Company held its seventh ordinary general meeting on the 14th July and the report says that the working for the year ending 30th April, 1903, shows a loss of \$2,470.23 inclusive of the amount of \$2,337.51 at debit on 30th April, 1902. The coffee-plantation has been virtually abandoned, but the rubber plantation is showing good promise, the rubber gained so far being of an excellent quality. Powells are selling at \$10, and Albion Cigars are in demand at \$25.

The Patented—Macneven & Cameron, Limited, deserve A NATIONAL MEMORIAL for their excellent inventions.—*Dover Chronicle*. THE WAVELEY PEN. THE FIREWORK PEN. THE OWE PEN. The Waveley Pen. The Firework Pen. The Owe Pen. Sold at all Stationers, Waverley Works, Edinburgh. [2045-2]

## RUSSIA AND ENGLAND.

In the June number of the *National Review* we find the following letter addressed to the Editor from G. Quil de l'Amirauté, St. Petersburg, under date April 10, 1903:—

SIR.—It is with very great pleasure that I read the bright "Episodes of the Month" in your distinguished *Review*, and I had, many times before, the intention to express you the thanks of a Russian reader for your clever and just opinions about Russia. I wished also to ask you if your opinions are shared by many of your countrymen, which seems to me somewhat questionable.

Being a Russian Nationalist, I am preaching the Anglo-Russian understanding, because I see that both our countries lie under the same danger of a coming German invasion.

But in this direction I accomplished more than you: I have studied the Anglo-Russian dissensions at their local sources. Thus in the year 1897 I travelled in China, in Japan, in Korea. In the next year I made a great journey in the Northern Corea, from the mouth of the Tumen-nu river to the mouth of the Yalu. In 1900 I made a six months' cruise between Bombay and Bagdad, and I spent some time at the Sheikh of el-Koweit and of Mohammerah. I think, therefore, I am entitled to dispute with you the cause of the Anglo-Russian animosity.

Among the causes of our mutual misunderstandings the first place belongs unquestionably to Persia, with a population of about ten millions. Tell me, is it our or your fault that the fertile and rich Persian provinces are on the shores of the Caspian Sea, whilst her waste and poor ones lie on the Persian Gulf? The amount of Russian trade in Persia, about £4,300,000, is made not in the Southern Persia but in the North, which forms a natural sequel to our Transcaucasian and Transaspian provinces.

I visited the ports of the Persian Gulf before the first Russian merchant steamer had come there, and I did not find more than two English traders in the Persian ports of it. There was a German in Bander Abbas, a few Banians in Lingah, and two Armenians and two Englishmen in Bushire; two-thirds of the English goods sold in the Gulf are imported by Persians and Arabs. The firm of Lynch Brothers is Armenian more than British, the firm of Hotz is Dutch.

If the Persian Gulf were your internal sea, I understand that you could protest against the appearance of the Russian flag on its waters, but the Persian Gulf is an open sea, whose northern shore belongs to Persia and the southern partly to Turkey, partly to the Sultanate of Muscat. From the trading point of view the Persian Gulf is only worth £6,000,000 a year, and from the strategic one it is but a rat-trap.

I think you can not seize Bander Abbas and fortify it, and even if you have taken this key of the Gulf, you would be obliged to surrender it to any European force coming overland from the north.

I understand that you want the Gulf for protecting the flank of your Indian possession against the grasping Russian bear. The control over the Gulf is a part of your Indian policy. Well, let me think then that your Indian policy is an erroneous one in so much as it is based on the theory of buffer states. This theory, contradicting as it does international law, also contradicts human logic, as it supposes that every two persons not seeing one another are insured against the danger of becoming hostile. In my opinion this old Greek proverb—"from the frequent seeing one another is born the affection among men"—is more true than your more much-prized buffer theory.

No sensible Russian will advocate the invasion of India. But if Russia had a port on the Persian Gulf this invasion would become less probable than now; we should have a weak point in the vicinity of India, and your fleet would never allow the landing of a Russian army on the Indian shores. The Russian way to India would always be an overland one.

Now compare 400,000,000 of your Indian subjects, wanting as they do British capital, British learning, British life-giving genius, with 10,000,000 poor and lazy Persians, and your yearning for Persia will appear to your selves ridiculous. Is it for the interests of Russia that you make such a great noise? But the British interests protected by Russia are thousands and thousands times greater than those of Mr. Lynch.

Now let us examine the question of Manchuria. Personally, I am against the annexation of this province, but what will you do with the railway built there by Russia? If the building of a railway in a foreign country will not be recognised by you as a title for protecting it, and for controlling the country itself, in which the railway is built, you will deprive yourselves of one of your best arguments for interfering with North China, where such a railway is built with British capital. I am sure that sooner or later Manchuria will come under Russian protectorate, even at the cost of a war with Japan. The mail of Port Arthur is driven into Manchuria, *facile consensu Britanum*, and it will be very difficult to your Japanese allies to pull it out.

I think that Russia will never interfere with Southern China, except Hankow, where our tea traders have settled, and I think that the real British interests throughout China require respect for Russian interests in Manchuria. The rest is a bare haggling which hinders us, none the less, from being on good terms with England.

Your people have seen the very beginnings of our Russian power, when the good chances had driven the ships of the gallant Chancellor to the cold shores of Arkhangelsk. You already had Shakespeare and Bacon when we had Ivan the Terrible, who conquered the heathen Kingdoms of Kazan and of Astrakhan

## PHOTOGRAPHIC

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EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

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[38]

## NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
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[576]

and who made a perilous war against the Germans in Livonia. It takes much time for the elder brothers to realise that their younger brother grow great and strong. But *ignorantia facti semper nocet*, and it is a noble task for every honest Englishman to better the feeling of his people toward Russia.

It is true that the general politics are made by the statesmen of the street, but these statesmen, endowed as they are with the true hearts and the noble propensities, want to be guided by the honest men of sound political training and a broad political learning.

If you will find my letter worth publishing you can do it, but pardon my barbarous English. I did not wish to write it in French.—I remain, dear sir, very faithfully yours,

S. SYROMIATNIKOFF,  
Ridacteur of the *Noroe Vremya*.

## RELICS OF SPANISH ARMADA.

Captain Burns, Glasgow, recently obtained permission from the Duke of Argyll to prosecute a search for the wreck of the *Admiral of Florence*, one of the vessels of the Spanish Armada, which, according to well-authenticated historical records, was blown up in the year 1588 in Tobermory Bay. Captain Burns arrived at Tobermory last month and, with the aid of a chart furnished by the Duke of Argyll and dated 1730, began operations. In a depth of 12 fathoms of water was found what turned out to be a pistol. It was heavily encrusted with lime, and being struck in the centre it snapped in two and the muzzle of the weapon was disclosed. Soon after the diver at work came upon a sword-blade lying partly embedded in the sandy bottom. It also was encrusted with lime. Only a portion of the blade was recovered. A keel anchor was also found, but the most important discovery was a muzzle-loading bronze cannon in a perfect state of preservation. It measures about 4ft. 6in. in length and about 8in. in diameter at the breech, and bears date 1563. The relics were taken to Glasgow. Captain Burns was to resume operations this month. About the middle of the 17th century several pieces of ordnance and other equipments of the vessel were recovered.

## MR. DOOLEY ON "PROGRESS"

In the new book entitled *Observations of Mr. Dooley* the following amusing remarks on "Progress" occur in the course of a discussion on the matter with his friend Hinnyssy:—

"Tis Progress. We live in a cinchery iv progress, an' I thank th' Lord I've seen most iv it. Man an' boy I've lived pretty near th' end iv this wonderful age. If I was proud I could say I seen more thin Julius Caesar iver see or cared to. An' here I am, I'll not say how old, still pushin' th' malt across th' counter at th' refinery countrymen. All around me is th' refinements iv mechanical janias. Instead iv broochin' th' beer-kag with a club an' shovin' th' beer through a faucet as me Puritan forefathers done, I have that wonder iv inventive science th' beer pump. I cheat meself with a cash register. I cut off th' end iv me good cigar with an ingenious device an' pull th' cork out iv a bottle with a contrivance that wud've made that friar that Hogan boasts about, that ol' boy Archy Meeds, think they was witecraftin' th' holy Science. Science has been a great blessin' to me. But amidst all these joys here am I th' same ol' antiquated combination iv bellows an' pump I always was. Not so good. Time has worn me out. Th' years like little boys with jackknives has carved their names in me top. Ivry day I have to write off something fr' depreciation. 'Tis about time fr' wholiver owns me to wurruk me off on a thrust. Mechanical science has done ivrything fr' me but help me. I suppose I ought to feel supeyrior to me father. He niver see a high buildin', but he didn't want to. He cudden't come here in five days, but he was a wise man an' if he cud've come in three he'd have stayed in th' County Roscommon."

Some curious letters pass in business. Here is one received recently by a London firm from a native of India, with whom the firm had only once had transactions many years ago. It is with great pleasure I request your goodness to be present at the Wedding of my son K. on Tuesday, the 5th May, 1903 (Buddhade, 8th of the bright half of the month of Vaisakh, 1903). If your goodsoves may not be present on account of the distance being very great, may I beg of your goodsoves to enjoy and share the Wedding Merrily, as it has been Theosophically acknowledged that the power of the soul surpasses the waves of electricity, although your representative of this side would, I trust, certainly partake of the wedding pleasure.



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[1667]

## PRINTING.

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J. W. KEW,  
Manager,  
1st Floor, 37, Colabaught Road,  
Hongkong, 18th June, 1903. [1763]

THE AMERICAN SYSTEM.

DENTISTRY.  
DR. M. H. CHAUN,  
27, DES VEXES ROAD CENTRAL HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 10th March, 1903. [176]

## NOTICE.

WANG HING.  
JEWELLER,  
has REMOVED to No. 10, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY AND WALSH) and has also kept his old Shop as a Branch Establishment, named WANG HING & CO.  
Hongkong, 23rd March, 1903. [472]







## TO LET.

**NO. 3, DUNDRELL STREET.** ground floor. Suitable for Offices or Office and Godown.  
Apply—**"SOUTH CHINA MORNING POST" LD.**  
Connaught Road Central.  
Hongkong, 27th June, 1903. [1849]

**2ND FLOOR, No. 35, QUEEN'S ROAD CENTRAL.** suitable for Office.  
Apply to—**WING CHEONG.**  
35, Queen's Road Central.  
Hongkong, 10th July, 1903. [1851]

**NO. 155, PRAYA EAST.** Spacious Two-storyed Godown. Suitable for Yarn or Coals.  
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.**  
Hongkong, 11th July, 1903. [1888]

**18, ROBINSON ROAD.**  
Apply to—**AHMED RUMJAHN.**  
62, Queen's Road.  
Hongkong, 1st July, 1903. [1856]

**NO. 2, "MAGDALEN TERRACE,"** MAGAZINE GAP.  
Apply to—**SPANISH PROCURATION.**  
Hongkong, 1st July, 1903. [173]

**FLATS in MORETON TERRACE.** Causeway Bay, facing the Polo Ground. No. 2, HILTON TERRACE (in FLATS). GODOWN at ROBINSON ROAD (PRAYA EAST).  
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.**  
Hongkong, 8th June, 1903. [71]

**TWO GODOWNS, Nos. 2 and 4, MATHESON STREET.** Warehouse. No. 5, STEWART TERRACE, PEAK. Furnished, from 1st June to 31st August, 1903. "WESTBOURNE VILLA," NORTH BONTIAM ROAD.  
Apply to—**"HISNIE VILLA,"** PORTFOLIO ROAD. For terms and particulars, apply to—**LINSTEAD & DAVIS.**  
Hongkong, 2nd July, 1903. [1043]

**NO. 17, SKYMOOR ROAD or WOODLANDS WEST** to Rent from 15th JUNE.  
Apply to—**E. H.**  
Care of Daily Press Office.  
Hongkong, 16th May, 1903. [143]

**FIRST FLOOR, NO. 2, QUEEN'S ROAD CENTRAL.** Suitable for Office.  
Apply to—**IP LAN CHUN.**  
Care of Mr. A. M. Essahoy.  
Nos. 7 and 8, Zetland Street.  
Hongkong, 11th June, 1903. [1689]

**TWO SUITES of ROOMS in the Ground Floor of the Hongkong Club Annex.** suitable for Offices.  
Apply to the undersigned.  
**C. H. GRACE,** Secretary.  
Hongkong Club.  
Hongkong, 18th June, 1903. [1757]

**"HARTLEY" and "WESTLEY,"** Upper Richmond Road. "STONY BROOK," Lower Richmond Road.  
Apply to—**LAU CHU PAK.**  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 2nd June, 1903. [1150]

**NO. 12, CASTLE ROAD.**  
Nos. 13, 17, 19 and 21, SKYMOOR ROAD. GODOWN, No. 32A, PRAYA EAST.  
Apply to—**COMPRADORE DEPARTMENT,** Nippon Yusen Kaisha.  
Hongkong, 16th July, 1903. [1889]

**A SUITE of FOUR ROOMS at No. 7, BARROW TERRACE, Kowloon.** For particulars apply at the House.  
**A. MENZEL.**  
Hongkong, 14th July, 1903. [2012]

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PRIVATE BOARD AND RESIDENCE.  
14, QUEEN'S ROAD CENTRAL.  
(Entrance by Zetland Street).  
Opposite Messrs. Kelly & Walsh, Booksellers.  
Hongkong, 11th July, 1903. [1897]

**MRS. GILLANDERS.**  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th March, 1903. [1419]

**"TANG YUEN."**  
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Macdonnell Road.  
Hongkong, 2nd March, 1903. [681]

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2, Pedder's Hill.  
Hongkong, 1st January, 1892.

## TO LET.

**TWO SPACIOUS NEW GODOWNS.** very suitable for Dry Goods.  
Apply to—**W. LISAUGHT.**  
153, Wanchai Road.  
Hongkong, 15th April, 1903. [1163]

**"COOMBE" MAGAZINE GAP.**  
Available from 1st April.  
Apply—**Daily Press Office.**  
Hongkong, 16th February, 1903. [542]

**2, SPACIOUS ROOMS at No. 15, BELLIOS TERRACE.** with Bathroom and Kitchen. Rent very moderate. Immediate Possession.  
Apply to—**S. T. J.**  
Care of Daily Press Office.  
Hongkong, 6th July, 1903. [1333]

**ONE FIRST-CLASS SPACIOUS GODOWN at West Point.**  
Apply to—**"GODOWN."**  
Care of Daily Press Office.  
Hongkong, 16th June, 1903. [1718]

**"IAN MOR" (West), PEAK ROAD.**  
Apply to—**MAJOR TUDOR, R.E.,** or **HUMPHREYS ESTATE & FINANCE COMPANY, LD.**  
Hongkong, 18th June, 1903. [1902]

**FROM August 25th, COSMOPOLITAN HOUSE (Unfurnished).** 13 Large Rooms, Kitchen, etc., etc.  
Apply to—**MANAGER.**  
Wm. Powell, Ltd.  
Hongkong, 30th June, 1903. [1867]

**AN OFFICE at No. 2, CONNAUGHT ROAD.**  
Apply to—**THE HONGKONG & KOWLOON WHARF & GODOWN CO. LD.**  
Hongkong, 15th July, 1903. [2031]

**FLAT (TWO ROOMS and BATHROOM)** Two Minutes from Clock Tower.  
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Care of Daily Press Office.  
Hongkong, 16th July, 1903. [1939]

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Care of Daily Press Office.  
Hongkong, 15th July, 1903. [2025]

**NO. 1, CAMERON VILLAS (PEAK).** A Six-Roomed Bungalow in first-class condition.  
Apply to—**LINSTEAD & DAVIS.**  
Hongkong, 24th June, 1903. [1818]

**TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.**  
Apply to—**H. N. MODY.**  
Victoria Buildings.  
Hongkong, 2nd December, 1902. [62]

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Hongkong, 16th July, 1903. [1396]

**HONGKONG & SHANGHAI BANKING CORPORATION.**  
**NOTICE IS HEREBY GIVEN** that the following Certificate for Shares of this Bank issued in Hongkong in the name of **THOMAS CHILD HAYLAR** No. 75 dated 18th July 1871 for 2 Shares Nos. 2438 and 2479  
No. 3871 dated 30th Sept. 1871 for 4 Shares Nos. 3882/85;  
No. 189 dated 19th Feb. 1872 for 4 Shares Nos. 21955/58;  
have been LOST, and should the same not be produced before the 3rd day of August next, Duplicate Certificates will be issued to the said **THOMAS CHILD HAYLAR**, and no transaction taking place under the aforesaid Share Certificates, Nos. 75, 3871 and 189, will be recognised by the Corporation.  
**J. R. M. SMITH,** Chief Manager.  
Hongkong, 3rd July, 1903. [1819]

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Hongkong, 9th July, 1903. [1867]

**CARMICHAEL & CLARKE,** CONSULTING ENGINEERS AND SHIPBUILDERS. SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO.  
**TELEGRAMS: "CARMICHAEL," HONGKONG.** A B C Code, 4th Edition  
A 1 Code.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th June, 1903. [1770]

## RAILWAY CONCESSIONS IN CHINA.

In the House of Lords on the 16th ult. the Earl of Mayo had the following questions on the paper:—(1) Whether Russians have obtained a concession for a railway guaranteed by the Chinese Government from Chingting-fu, on the main line from Peking to Hankow, to Taiyuen-fu, the capital of Shansi; (2) whether Germany has been conceded by the Chinese Government two important extensions of railway—namely, first, from Tschow on the Grand Canal to Chingting-fu, this being a continuation of the main line of railway which is being pushed across Shantung from Kiaochow Bay through Tsinaifu, the capital, to the Grand Canal; secondly, from Yenchow in Shantung, on the Tientsin-Chinking main line to Kaifeng-fu, the capital of Honan; (3) whether the concession granted to M. Rouffart, a Belgian, who is now at Peking awaiting the Imperial edict sanctioning that concession, is for a railway from Kaifeng-fu, the capital of Honan, to Honan city, and carries with it a Chinese Government guarantee and an option for the railway's extension to Pung-kuan, the key of Western China, and Hsian-fu, the capital of Shensi. The noble earl said they were founded on what appeared in the Times of 10th June last, under "Railway Rivalry," in a communication from the able correspondent of that paper at Peking. His statements were always found to be right. When negotiations were being carried on at Peking his statements were not only found to be right, but what he prophesied came true; and, therefore, this was no candid or mere's nest to which he was directing their lordships' attention, but a subject well worthy of the attention of the House. If they wondered what he had to do with China he would say at once that three Englishmen, with himself, were the original directors of the Peking Syndicate which obtained, in May, 1898, the Shensi and Honan concessions "for mining purposes, iron works, the transport of all minerals, and also the power to construct branch railways to connect with main lines or with water navigation," which was the old and most important means of carriage and communication in the Chinese Empire. Since that day much water had flowed down the Yangtze. The Peking Syndicate and the British and Chinese Corporation had joined in regard to railway construction, and had thus been strengthened in their common object. The Peking Syndicate since obtaining their concession had carried from England to China some 10,000 tons of railway material, transported it some 500 miles by hand and river and had constructed 75 miles of railway, of which 55 miles were now being run over by locomotives. So glad this concession had not been allowed to remain idle, as he was sorry to say others had. Coming to his questions, he explained in regard to the first that the line from Chingting-fu to Taiyuen-fu, originally conceded to the Russo-Chinese Bank in May, 1898, was without a Chinese Imperial guarantee, but early in this year the bank obtained a guarantee on all fours with the trunk Peking-Hankow railway. This Chingting-fu-Taiyuen-fu line touched some of the coalfields originally conceded to the Peking Syndicate, and he had reason to believe that it would be capitalised in France. He did not take exception to this move, but he would call attention to its political importance. The railway would undoubtedly strike south-west from Taiyuen-fu into the centre of China, on to the province of Szechuen, the richest and most populous province in the Chinese Empire, and no doubt it would eventually join with the French advancing northwards through Yunnan. They might look with equanimity on this as a development of China by means of railways, but for the fact that this province of Szechuen was in the upper waters of the river Yangtze, which was most distinctly the British sphere of influence; and the British sphere of influence in the Yangtze Valley was another name for the open door in China, (Hear, hear.) As to the second question, the fact that the Germans had obtained concessions to extend their railways from Shantung, which would tap the coalfields in Shansi and Honan, was not disadvantageous to the Peking Syndicate, which had acquired and would work the coal-mines; but it must be remembered that the object was to develop the German part of Kiaochow to the detriment of Nanking and Shanghai, where British interests predominated, the river Yangtze debouching at the former place. All interested in British trade in China must see from what he had stated that foreign Governments were backing up their subjects who were seeking for railway concessions. All that was asked of our Government was that they should afford the same backing to British subjects who were engaged in pushing the interests of British trade in China. His third question dealt with another line, Peking-Belgian, ostensibly from

Kaifeng-fu to Honan city, and on to Tung-kuan, the key of Western China. This would, no doubt, form part of the Russo-Chinese Bank extension into Western China mentioned in his first question. For unless the application which he understood had been made by the Peking Syndicate and the British and Chinese Corporation, now one and representing strong British interests, was granted for the railway line from Nanking through Hsian-fu into the province of Szechuen and strongly supported by His Majesty's Government, this line would in all probability be granted to other than British interests. British railway prospects, even in the Yangtze, were no better than they were before; and bearing in mind the telegram from Sir C. Macdonald to Lord Salisbury, dated September, 1898, which stated that the Peking Syndicate were entitled to construct railways from their mines to the Yangtze, and also bearing in mind the valuable Shensi and Honan mineral concessions obtained by the Peking Syndicate, it appeared that they were denied their natural outlet to the Yangtze. He did not put aside the political question to urge the claims of this purely British syndicate, but he must point out that the political question was wrapped up in the question of the construction of railways by foreigners and therefore affected the economic question of trade and development by British enterprise and British capital. He therefore hoped the noble marquess in his answer would set at rest any misgivings and doubts as to His Majesty's Government giving their strongest support to those interested in, and to those who had put their money into railway enterprise in, and developed the mineral resources of, China, and who had shown their earnestness in carrying out the obligations he had set forth. He did not speak in any alarmist sense, being hopeful that the noble marquess would continue to carry on the work of his predecessor, who was always most anxious to help forward this development policy in any way. But since then foreign Governments had been much more active, and China had become more easy of access. For these reasons he brought the subject before their lordships' House. (Hear, hear.)

The MARQUIS OF LANSDOWNE said—My lords, I am afraid if I were to follow the noble earl minutely into the details of the subjects covered by his questions I should be compelled to make a somewhat lengthy excursion into the regions of Chinese geography—an excursion which, I fear, would be somewhat puzzling to your lordships. But I think I can give him a comparatively simple answer to the three questions on the paper. I will only preface what I have to say by observing that it would perhaps have been well if the noble earl had drafted his questions in such a way as to make it evident that he desired to call attention not only to questions of fact, but to those questions of railway policy upon which he touched during the course of his speech. As to my noble friend's questions, I have to say that the answer to the first question is in the affirmative. His Majesty's Charge d'Affaires at Peking reported to us last December that an agreement between the Director-General of Southern Railways and the Russo-Chinese Bank for the financing of a railway from Chingting-fu to the Peking-Hankow Railway, to Taiyuen-fu had received the Imperial sanction. That is the answer to the first question. The second question raises rather more intricate points. The British and Chinese Corporation and the German syndicate are at this moment jointly negotiating with the Chinese Government for a final agreement for a line from Tientsin to the Yangtze. We are given to understand that the part in which the German syndicate is interested includes the construction of the two branch lines referred to in the noble earl's question—mean the line from Tschow, on the Grand Canal, and the other line from Yenchow, in Shantung, to Kaifeng-fu—and this action on the part of the German syndicate has been taken without any objection on the part of the British and Chinese Corporation. We understand there is an understanding between these two bodies. On the other hand, the latter corporation—the British and Chinese Corporation—acting with the Peking Syndicate, with which the noble earl, as I understand it, is to some extent connected, are applying for other lines running westwards from the British portion of the Tientsin-Yangtze line. I rather think that one of these lines will be a line toward Szechuen, the importance of which the noble earl has so correctly pointed out; and I am able to say that those two British associations are applying for these concessions with the full and complete support of His Majesty's Government. I now come to the third railway mentioned by the noble earl. The matter stands as follows—The Peking-Hankow Railway Syndicate, which, I think, is under Franco-Belgian control, are understood to have obtained the Kaifeng-fu-Honan railway concession, but His Majesty's Charge d'Affaires has told us in a recent telegram that the Chinese Government altogether deny having given concessions for the extension of the line to Hsian-fu. That I gather, is a point to which the noble earl attaches importance. I do not think it would be convenient that I should on this occasion enter into the general question of the position of British railway interests in China; but I shall certainly be prepared to show, if necessary, that the representatives of British enterprise in that country have not come away by any means empty-handed. They have some extremely important concessions; and I am constrained to confirm an observation made by the noble earl—namely, that it does not always follow that because a valuable concession is obtained it is turned to account with as much promptitude and expedition as every one would desire. But on the other hand, I freely admit we have had serious cause for complaint of the manner in which the Chinese Government has dealt with the applications of these concessionaires, and we have found it necessary recently to make a very strong remonstrance to the Chinese Government upon the subject. (Hear, hear.) Our Ambassador, Sir Ernest Satow, is about to return after a well-earned holiday to Peking. And he will go back fully aware of the views of His Majesty's Government and with instructions to support them energetically. (Hear, hear.) In conclusion, I may say that the noble earl may depend upon it that the associations which represent British interests in the matter of railway construction in China will certainly receive from His Majesty's Government a backing which I hope will bear comparison with the backing received by the representatives of other countries. (Hear, hear.)

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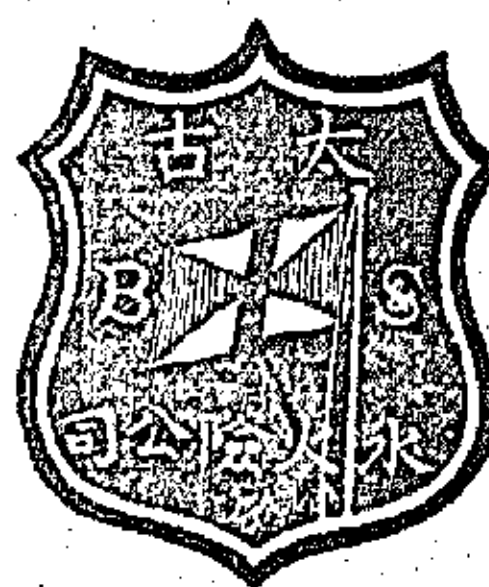
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[1819-2]

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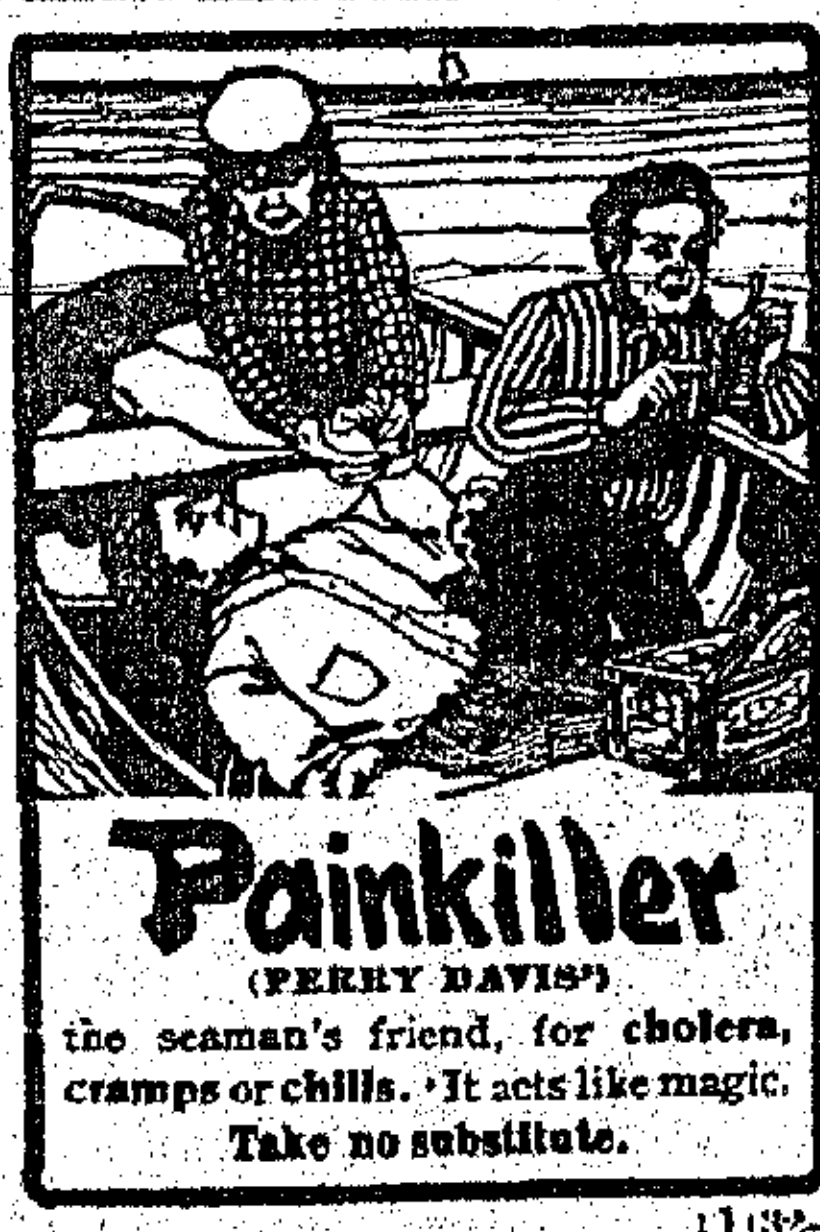
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## SHIPPING.

ARRIVALS.	
July 17, <b>ARISE MARU</b> , Japanese str., 2,193, Y. Hori, Kuchino 12th July, Coal.	
July 17, <b>NISSON YUSEN KAISHA</b>	
July 18, <b>BEAN MARU</b> , British str., 2,316, W. W. S. Singapore 12th July, General.	
July 18, <b>DONWELL &amp; CO., LTD.</b>	
July 18, <b>DECEIA</b> , German str., 794, Sollakier, Soudabaya 8th July, Sugar—SANDER, WIELER & CO.	
July 18, <b>KONO ENO</b> , German str., 862, L. Liegenhain, Bangkok 10th July, Rice—MELCHERS & CO.	
July 18, <b>LOUWIS MARU</b> , German str., from Canton.	
July 18, <b>ROSETTA MARU</b> , Japanese str., 2,402, N. Tate, Manila 10th July, Treasure.	
TWO KISEN KAISHA.	
July 18, <b>TRIESTE</b> , Austrian steamer, 3,263, E. Meccozzi, Kobe via Trieste 6th July, General—SANDER, WIELER & CO.	
July 18, <b>TRIESTE</b> , German str., 1,992, O. Koch, Kuchino 12th July, Rice and General—BUTTERFIELD & SWIRE.	
July 18, <b>WOORUNG</b> , British str., from Canton.	
July 19, <b>ARISE</b> , British str., 1,494, St. John George, Kuchino 12th July, Coal.	
July 19, <b>ARISE MARU</b> , Japanese str., 1,053, I. Goto, Canton 18th July, General—OSAKA SHOSHEN KAISHA.	
July 19, <b>CARL DIEDERICHSEN</b> , German str., 774, H. Schlicker, Hothow 16th July, General—JESSEN & CO.	
July 19, <b>GERMANIA</b> , German str., 1,714, J. A. C. Bruhn, Samarang 10th July, Sugar—JESSEN & CO.	
July 19, <b>HAIYAN</b> , British str., 1,83, J. S. Beach, Poochow 10th July, Amoy 17th and Swatow 18th, General—DO OLA LARSEN & CO.	
July 19, <b>HUS</b> , French str., 795, Godinan, Huiphong 17th July, General—A. H. MONTY.	
July 19, <b>LEGALIS</b> , American str., 1,347, M. Harrison, Manila via Mauban 7th July.	
July 19, <b>LEON</b> , German gubout, Kooncks, from Pakhoi.	
July 19, <b>SIRIUS</b> , British cruiser, C. H. H. Moore, Singapore 15th July.	
July 19, <b>ST. GEORGE</b> , Norwegian str., 2,841, H. Kjerland, Cardiff 31st May, Coal—ORDER.	
July 19, <b>SUMNER</b> , Amr. str., 3,438, A. D. Lohrop, Mauban (Luzon Island 15th July.	
July 19, <b>TOONAN</b> , Chinese str., 942, Best, Shanghai 15th July, General—CHINESE.	

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.	
18th July.	
<b>ARISE MARU</b> , Japanese str., for Moji.	
<b>BALHARAT</b> , British str., for Manila.	
<b>CANTON</b> , British str., for Shanghai.	
<b>CLARA JENSEN</b> , German str., for Haiphong.	
<b>DAIJI MARU</b> , Japanese str., for Swatow.	
<b>HAIYAN</b> , British str., for Swatow.	
<b>Herman Lerche</b> , Russian str., for Singapore.	
<b>HONGKONG</b> , British str., for Soudabaya.	
<b>HONGKONG</b> , French str., for Haiphong.	
<b>KONO ENO</b> , German str., for Kobe.	
<b>KWANGHAI</b> , Chinese str., for Shanghai.	
<b>MACHER</b> , German str., for Bangkok.	
<b>MARGUS</b> , Norwegian str., for Swatow.	
<b>PROSPER</b> , German str., for Swatow.	
<b>SHANGHAI</b> , German str., for Swatow.	
<b>TRIESTE</b> , Austrian str., for Tourn.	

## DEPARTURES.

18th July.	
<b>BALHARAT</b> , British str., for Europe.	
<b>BALHARAT</b> , British str., for Manila.	
<b>BENGAL</b> , British str., for Shanghai.	
<b>CANTON</b> , British str., for Shanghai.	
<b>CLARA JENSEN</b> , German str., for Haiphong.	
<b>CHANGCHOW</b> , British str., for Shanghai.	
<b>DIOMED</b> , British str., for Soudabaya.	
<b>HONGKONG</b> , British str., for Soudabaya.	
<b>HONGKONG</b> , French str., for Haiphong.	
<b>KONO ENO</b> , German str., for Kobe.	
<b>KWANGHAI</b> , Chinese str., for Shanghai.	
<b>MACHER</b> , German str., for Bangkok.	
<b>P. C. C. Kiao</b> , German str., for Bangkok.	
<b>PROSPER</b> , German str., for Tourn.	
<b>RUNI</b> , British str., for Manila.	
<b>SHANTU</b> , G. German str., for Swatow.	
<b>TRIESTE</b> , Austrian str., for Tourn.	
19th July.	
<b>DAIJI MARU</b> , Japanese str., for Tamsui.	
<b>HAIL GAO</b> , British str., for Swatow.	
<b>HERMANN LERCHE</b> , Russian str., for Odessa.	
<b>HONGKONG</b> , French str., for Haiphong.	
<b>KONO ENO</b> , German str., for Kobe.	
<b>PROSPER</b> , Norwegian str., for Swatow.	

## VESSELS IN DOCK.

18th July.	
<b>ABERDEEN DOCK.</b>	
<b>KONO ENO</b> , German str., for Kobe.	
<b>KWANGHAI</b> , Chinese str., for Shanghai.	
<b>MACHER</b> , German str., for Bangkok.	
<b>P. C. C. Kiao</b> , German str., for Bangkok.	
<b>PROSPER</b> , German str., for Tourn.	
<b>RUNI</b> , British str., for Manila.	
<b>SHANTU</b> , G. German str., for Swatow.	
<b>TRIESTE</b> , Austrian str., for Tourn.	

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Hongkong, 15th July, 1903.	[2038]

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Hongkong, 20th July, 1903.	[2048]

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LONDON VIA SUEZ CANAL.	BENEDICT	Brit. str.	D. Clark	GIRD, LIVINGSTON & CO.	About 26th inst.
LIVERPOOL	PROMETHEUS	Brit. str.	...	BUTTERFIELD & SWIRE	To-morrow.
LIVERPOOL	DIOMED	Brit. str.	...	BUTTERFIELD & SWIRE	20th August.
MARSEILLES, LONDON & ANTWERP	PINGUEY	Brit. str.	...	BUTTERFIELD & SWIRE	22nd September.
MARSEILLES, LONDON & ANTWERP	PELUS	Brit. str.	...	BUTTERFIELD & SWIRE	To-morrow.
MARSEILLES, LONDON & ANTWERP	TANBA MARU	Brit. str.	J. W. Wale	NIPPON YUSEN KAISHA	25th inst., Daylight.
MARSEILLES, LONDON & ANTWERP	POLYNESE	Brit. str.	Duchateau	MESSAGERIES MARITIMES	28th inst., 11 a.m.
MARSEILLES, LONDON & ANTWERP	SPERTOR	Brit. str.	...	BUTTERFIELD & SWIRE	18th August.
MARSEILLES, LONDON & ANTWERP	NESTOR	Brit. str.	...	BUTTERFIELD & SWIRE	18th August.
MARSEILLES, LONDON & ANTWERP	KLATUCK	Brit. str.	...	BUTTERFIELD & SWIRE	1st September.
MARSEILLES, LONDON & ANTWERP	HAMBURG	Brit. str.	Burnmeister	BUTTERFIELD & SWIRE	15th September.
MARSEILLES, LONDON & ANTWERP	WURZBURG	Ger. str.	v. Buzzer	HAMBURG-AMERIKA LINIE	22nd inst., at Noon.
MARSEILLES, LONDON & ANTWERP	BADENIA	Ger. str.	Rochon	HAMBURG-AMERIKA LINIE	29th inst.
MARSEILLES, LONDON & ANTWERP	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	12th August.
MARSEILLES, LONDON & ANTWERP	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	28th August.
MARSEILLES, LONDON & ANTWERP	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	9th September.
MARSEILLES, LONDON & ANTWERP	TRIESTE	Aut. str.	Meezzi	SANDER, WIELER & CO.	23rd September.
MARSEILLES, LONDON & ANTWERP	MASSACHUSETTS	Brit. str.	...	DODWELL & CO., LTD.	To-morrow, P.M.
MARSEILLES, LONDON & ANTWERP	VERONA	Brit. str.	Spiesen	STANDARD OIL CO.	About 15th inst.
MARSEILLES, LONDON & ANTWERP	KENNEBEC	Brit. str.	Bahle	HAMBURG-AMERIKA LINIE	About 25th inst.
MARSEILLES, LONDON & ANTWERP	TARTAR	Brit. str.	...	CANADIAN PACIFIC R. CO.	About middle Aug.
MARSEILLES, LONDON & ANTWERP	E. OF CHINA	Brit. str.	...	CANADIAN PACIFIC R. CO.	22nd inst.
MARSEILLES, LONDON & ANTWERP	RIJOUN MARU	Jan. str.	N. Ohno	NIPPON YUSEN KAISHA	5th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP	VICTORIA	Brit. str.	J. Pantou	DODWELL & CO., LTD.	25th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP	NINGCHOW	Brit. str.	Hollingsworth	BUTTERFIELD & SWIRE	10th August.
MARSEILLES, LONDON & ANTWERP	INDRAP	Brit. str.	...	BUTTERFIELD & SWIRE	14th August.
MARSEILLES, LONDON & ANTWERP	TAIYUAN	Brit. str.	W. G. Macartur	GIRD, LIVINGSTON & CO.	20th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	AUSTRIAN	Brit. str.	Meyer	HAMBURG-AMERIKA LINIE	To-morrow, 5 p.m.
MARSEILLES, LONDON & ANTWERP	CHEMULPO, PORT ARTHUR & NEWCHANG	Brit. str.	F. G. Andrews	P. & O. S. N. Co.	About 24th inst.
MARSEILLES, LONDON & ANTWERP	YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	Brit. str.	K. Kori	NIPPON YUSEN KAISHA	22nd inst., Noon.
MARSEILLES, LONDON & ANTWERP	KOBE	Brit. str.	H. Peterson	BUTTERFIELD & SWIRE	24th inst.
MARSEILLES, LONDON & ANTWERP	KOBE & YOKOHAMA	Brit. str.	H. Peterson	NIPPON YUSEN KAISHA	31st inst., Daylight.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	H. Drowes	BUTTERFIELD & SWIRE	To-day.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	T. Ogata	OSAKA SHOSHEN KAISHA	To-day, at 4 p.m.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	I. Goto	OSAKA SHOSHEN KAISHA	24th inst.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	T. Saito	OSAKA SHOSHEN KAISHA	26th inst.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	Maiton	DOUGLAS LARSEN & CO.	To-morrow, 10 a.m.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	Rosch	BUTTERFIELD & SWIRE	To-morrow, 11 a.m.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	St. J. George	GIRD, LIVINGSTON & CO.	24th inst.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	N. Tate	TOTO KISEN KAISHA	To-day, at 3 p.m.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	23rd inst., 11 a.m.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	25th inst.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	Buller	SHEWAN, TOMES & CO.	27th inst.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	F. H. Pye	JARDINE, MATHEWSON & CO.	1st Aug., 10 a.m.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	F. L. Pye	P. & O. S. N. Co.	To-morrow, Noon.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	F. L. Pye	NIPPON YUSEN KAISHA	About 24th inst.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	F. L. Pye	NIPPON YUSEN KAISHA	27th inst., at 4 p.m.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.	
STEAM FOR	
TRIESTE DIRECT.	
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.	
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).	
<b>THE Company's Steamship</b>	
"TRIESTE"	
Captain Meccozzi, will be despatched as above TO-MORROW, the 21st inst., P.M.	
For information as to Passage and Freight, apply to	
<b>SANDER, WIELER &amp; CO.,</b>	
Agents.	
Princes Building.	
Hongkong, 1st July, 1903.	[13]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.	
(With liberty to call at Philippine Ports.)	
<b>THE Steamship</b>	
"KENNEBEC"	
will be despatched as above on or about the 25th inst.	
For Freight and further information, apply to	
<b>STANDARD OIL COMPANY OF NEW YORK,</b>	
Oriental Freight Department,	
Agents.	
Hongkong, 3rd July, 1903.	[1915]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.	
STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.	
<b>THE Steamship</b>	
"VERONA," Captain Spiesen,	
will be despatched as above on or about SATURDAY, the 25th JULY; to be followed by the Steamship	
"BARON DRIESEN," Captain Laurent,	
on or about THURSDAY, the 20th AUGUST to be followed by the s.s. "NORDKYN" later.	
For Freight, &c., apply to	
<b>SHEWAN, TOMES &amp; CO.,</b>	
General Agents.	
Hongkong, 16th July, 1903.	[1183]

COMPAGNIE DES MESSEAGERIES MARITIMES.	
PAQUEBOTS—POSTE FRANCAIS.	
<b>NOTICE.</b>	
STEAM FOR	
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO	
PORTS OF BRAZIL AND RIVER PLATE.	
ON TUESDAY, the 28th July, 1903.	
At 11 a.m., the Company's Steamship "POLYNESE," Captain Duchateau, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.	
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.	
Shipping Orders will be granted till Noon only on Monday, the 27th July. Specie and Parcels received until 4 p.m. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.	
For further particulars, apply at the Company's Office.	
<b>G. DE CHAMPEAUX,</b>	
Agent.	
Hongkong, 15th July, 1903.	[12]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO, MAZAGON and BOMBAY	S. Hall	About 24th July	Freight only.
YOKOHAMA, SHANGHAI, HAI, MOJI and KOBE (Passing through the Island Sea)	CANDIA	About 24th July	Freight only.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CRYLON	About 24th July	Freight and Passage.
* Calling at Penang if sufficient inducements offers. For further Particulars, apply to			
b. A. HEWETT, Superintendent			
Hongkong, 10th July, 1903.			

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.	
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.	
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.	
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS	
N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.	

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	
STEAMERS	SAILING DATES.
* HAMBURG	WEDNESDAY ... 22nd July
PRINZ HEINRICH	THURSDAY ... 6th August
SACHSEN	THURSDAY ... 20th August
* KLAUTSCHOU	THURSDAY ... 3rd September
BAYERN	THURSDAY ... 17th September
ZIETEN	WEDNESDAY ... 30th September
SEIDLITZ	WEDNESDAY ... 14th October
ROON	WEDNESDAY ... 28th October
PREUSSEN	WEDNESDAY ... 11th November
* HAMBURG	WEDNESDAY ... 25th November
PRINZ HEINRICH	WEDNESDAY ... 9th December
KONIG ALBERT	WEDNESDAY ... 23rd December
* KLAUTSCHOU	WEDNESDAY ... 6th January
SACHSEN	WEDNESDAY ... 20th January
BAYERN	WEDNESDAY ... 3rd February
SEIDLITZ	WEDNESDAY ... 17th February
ROON	WEDNESDAY ... 2nd March
* Steamers of the Hamburg-Amerika Linie.	

ON WEDNESDAY, the 22nd day of July, 1903, at Noon, the Steamship "HAMBURG," of the Hamburg-Amerika Linie, Captain Meccozzi, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Monday, the 20th July, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 21st July, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 21st July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
Hongkong, 20th July, 1903.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, UPPSALA, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.	
STEAMERS.	SAILING DATES.
WURZBURG	HAVER, BREMEN and HAMBURG (Calling at Singapore and Colombo) On 23rd July. Freight & Passengers.
BADENIA	HAVER and HAMBURG (Calling at Singapore and Penang) On 12th Aug. Freight.
SITHONIA	HAVER and HAMBURG (Calling at Singapore and Colombo) On 26th Aug. Freight.
KONIGSBERG	HAVER and HAMBURG (Calling at Singapore and Penang) On 9th Sept. Freight & Passengers.
ANDALUSIA	HAVER and HAMBURG (Calling at Singapore and Colombo) On 23rd Sept. Freight.
ARABIA	NEW YORK, VIA SUEZ CANAL ... About middle of August.
For Further Particulars, apply to	
<b>HAMBURG-AMERIKA LINIE.</b>	
HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.	

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,899	A. E. Hollingsworth	August 14, 1903
"INDRASAMHA"	5,197	W. E. Craven	September 13, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

Hongkong, 14th July, 1903.  
**ALLAN CAMERON, GENERAL AGENT.**

## HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodgers	Manila Direct.	Sat. 25th July, 10 a.m.
RUBI	2540	H. W. Almond	Manila Direct.	Sat. 1st Aug., 10 a.m.
PERLA	1980	J. McGinly		

For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.  
Hongkong, 20th July, 1903. [117]

## NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.



# OCEAN STEAM SHIP CO., LD.

## AND

# CHINA MUTUAL STEAM NAVIGATION CO., LD.

### JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.

### TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 10th August.
The s.s. "PELEUS" left Shanghai on the 15th inst., a.m., via Foochow, and is due here to-day.	"DEUCALION"	On 6th September.
The s.s. "PROMETHEUS" left Shanghai on the 17th inst., p.m., and is due here to-day.		
The s.s. "KEEMUN" left Victoria (B.C.) on the 26th ult. for Kobe and Hongkong.		

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 20th July, 1903.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 20th July.
KOBE	"TSINAN"	On 24th July.
CEBU and ILOILO	"KAIFONG"	On 24th July.
MANILA	"TAIYUAN"	On 27th July.
PORT DARWIN, ADELPHI, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 27th July.
MANILA	"SUNGKIANG"	On 28th July.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, and other ports.

\* Reduced SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 20th July, 1903.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

R.M.S.	Tons	WEDNESDAY, 22nd July.
"TARTAR"	4,425	
R.M.S. "EMPERESS OF CHINA"	6,000	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,882	WEDNESDAY, 12th Aug.
R.M.S. "EMPERESS OF INDIA"	6,000	WEDNESDAY, 19th Aug.
R.M.S. "EMPERESS OF JAPAN"	6,000	WEDNESDAY, 26th Sept.
R.M.S. "TARTAR"	4,425	WEDNESDAY, 7th Oct.
R.M.S. "EMPERESS OF CHINA"	6,000	WEDNESDAY, 14th Oct.
R.M.S. "ATHENIAN"	3,882	WEDNESDAY, 21st Oct.
R.M.S. "EMPERESS OF INDIA"	6,000	WEDNESDAY, 28th Oct.
R.M.S. "EMPERESS OF JAPAN"	6,000	WEDNESDAY, 4th Nov.
R.M.S. "TARTAR"	4,425	WEDNESDAY, 11th Nov.
R.M.S. "TARTAR"	4,425	WEDNESDAY, 18th Dec.
R.M.S. "TARTAR"	4,425	WEDNESDAY, 25th Dec.

THE magnificent "TWIN-SCREW" "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Lists of Passage and Freight, apply to  
J. H. BROWN, General Agent,  
Pender Street

### CHINA NAVIGATION CO. LIMITED.

HONGKONG—MANILA.  
REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON CARRIED.

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 20th July, 1903.

### FOR CANTON.

THE new and fast Twin-Screw Steamer.

"SAN CHEUNG,"

351 Tons, Captain A. Murphy, will leave for Canton at 5 p.m. on SUNDAY, 27th JULY, and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOUX & CO.,  
No. 123, Cross Street Road Central.

Hongkong, 30th June, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.  
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).  
PROPOSED SAILINGS FROM HONGKONG.  
About 15th July.  
"MACDUFF" ... 25th July.  
"SAINT SEDE" ... To follow.  
"MOGUL" ...  
"SATSUMA" ...  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 2nd July, 1903.

"BEN" LINE OF STEAMERS.  
FOR LONDON VIA SUEZ CANAL.  
THE Steamship  
"BENLEDI,"  
Captain D. Clark, will be despatched as above on or about the 26th inst.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 14th July, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"AUSTRALIAN,"  
Captain W. G. Macarthur, will be despatched as above on WEDNESDAY, the 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 3rd July, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain Samuel Bell Smith.  
Daily Departure from Hongkong to Macao at 7.30 a.m., from Macao to Hongkong at 2 p.m., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steering, \$9.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to  
SAM WANG & CO., LD.,  
81, Queen's Road Central.

Hongkong, 29th April, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service between CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.

Hongkong, 4th August, 1902.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DIOMED"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 24th inst.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 30th inst., or they will not be recognized.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 17th July, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—  
From London, &c., ex s.s. "China,"  
From Australia, &c., ex s.s. "Arcadia,"  
From Persia Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 a.m. To-day, the 17th inst.

Goods not cleared by the 21st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 17th July, 1903.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., where and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 23rd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 2 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 17th July, 1903.

STEAMSHIP "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c., s.s. "Matapan," and from Bordeaux &c., s.s. "Ville de Rochefort," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-day, the 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Tuesday, the 21st inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st inst., or they will not be recognized.

All damaged packages will be examined on Tuesday, the 21st inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 14th July, 1903.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP AND LONDON, VIA STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims for damage must be sent in before 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 2.15 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 15th July, 1903.

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA,"

Captain Schoenfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from aboard.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-day, the 15th inst.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 15th July, 1903.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RAJCOON, PENANG AND SINGAPORE.

THE Company's Steamship

"LALPOORA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon of the 15th inst. will be landed at Consignees' risk and expense into Godown at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO.,  
Agent.

Hongkong, 16th July, 1903.

GENERAL AVERAGE. S.S. "PEKIN."

NOTICE IS HEREBY GIVEN to all concerned that the General Average Statement of the s.s. "PEKIN" consequent on the fire which occurred at Kolo on the 5th and 6th April, 1903, is being prepared at Yokohama by Mr. H. P. WADMAN, of the China Traders' Insurance Co., LD.

E. A. HEWETT,  
Superintendent.

Peninsular & Oriental S. N. Co.,  
Hongkong, 14th July, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—  
DANARWAT, Swedish barque, A. P. Larsson.  
Jardine, Matheson & Co.  
KENTHREX, British 4-m. barque, T. E. Burch.  
—Standard Oil Co.

Hongkong, 17th July, 1903.

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Hongkong, 14th February, 1903.

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